

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claim 1 (currently amended) A vehicle steering wheel, comprising:

a hub,

a steering wheel rim arranged radially distanced from said hub, and

at least one spoke having at least one spoke section,

a skeleton for said steering wheel rim and said spoke,

said skeleton having first inner and outer second

~~portions parts~~ completely spaced apart and ~~completely disconnected from each other~~ in a radial direction with respect to a rotational axis of said steering wheel such that said skeleton parts do not directly contact each other and so that immediate force transmission in a radial direction between said radial inner and radial outer skeleton parts is interrupted, and

a vibration-decoupling means for isolating vibration and bridging a distance between said skeleton parts, so that forces from one skeleton part are transmitted to the other skeleton part via only said vibration-decoupling means, said vibration-decoupling means acting in all directions and isolating said steering wheel rim vibrations from said at least one section of said spoke, said inner and outer skeleton

parts being connected to each other by only said vibration-decoupling means and being otherwise completely disconnected.

Claim 2 (original) The vehicle steering wheel according to Claim 1, wherein said vibration-decoupling means is provided at a transition point of said spoke to said steering wheel rim.

Claim 3 (original) The vehicle steering wheel according to Claim 1, wherein said vibration-decoupling means is provided inside said spoke and separates spoke sections from each other in terms of vibrations.

Claim 4 (previously presented) The vehicle steering wheel according to Claim 1, wherein said vibration-decoupling means is formed by a bearing.

Claim 5 (withdrawn) The vehicle steering wheel according to Claim 4, wherein said bearing is a composite bearing.

Claim 6 (withdrawn) The vehicle steering wheel according to Claim 4, wherein at least one of said spoke and said steering wheel rim is provided with a foam casing which is part of said bearing.

Claims 7-8 (canceled)

Claim 9 (withdrawn) The vehicle steering wheel according to Claim 7, wherein said spoke is constructed to be so flexible that on installation said pin can penetrate into said receiving shell.

Claim 10 (withdrawn) The vehicle steering wheel according to Claim 1, wherein spoke sections of said spoke have fastening flanges which overlap each other.

Claim 11 (withdrawn) The vehicle steering wheel according to Claim 1, wherein said spoke is defined by two separate spoke sections which are connected with each other by a bearing which surrounds said spoke sections and defines said vibration-decoupling means.

Claim 12 (withdrawn) The vehicle steering wheel according to Claim 1, wherein said steering wheel rim has a skeleton ring with radially inwardly protruding projections of sheet metal which projections are bent such that they engage an end of said spoke facing said skeleton ring.

Claim 13 (previously presented) A vehicle steering wheel, comprising:

- a hub,
- a steering wheel rim, and
- at least one spoke having at least one spoke section,
- a skeleton for said steering wheel rim and said spoke,

said skeleton being interrupted in a region between said spoke section and said steering wheel rim to define two separate skeleton parts, and

a vibration-decoupling means attaching said skeleton parts to each other, said vibration-decoupling means acting in all directions and at least largely isolating said steering wheel rim in terms of vibrations from said at least one section of said spoke,

said vibration-decoupling means being formed by a bearing,

said bearing comprising a pin, a receiving shell for said pin and an elastic equalizing element between said receiving shell and said pin,

said steering wheel rim having a skeleton ring and wherein one of said pin and said receiving shell is fastened to said skeleton ring, said spoke comprising said receiving shell and said pin, respectively.

Claim 14 (previously presented)      A vehicle steering wheel, comprising:

a hub,

a steering wheel rim arranged radially distanced from said hub, and

at least one spoke having at least one spoke section,

a skeleton for said steering wheel rim and said spoke,

said skeleton being interrupted in a radial direction between said spoke section and said steering wheel rim to define radial inner and radial outer skeleton parts separated

and distanced from each other so that immediate force transmission in a radial direction between said radial inner and radial outer skeleton parts is interrupted, and

a vibration-decoupling means bridging a distance between said skeleton parts and attaching said skeleton parts to each other, so that forces from one skeleton part are transmitted to the other skeleton part via said vibration-decoupling means, said vibration-decoupling means acting in all directions and isolating said steering wheel rim in terms of vibrations from said at least one section of said spoke, wherein said vibration-decoupling means is formed by a bearing, wherein said bearing comprises a pin, a receiving shell for said pin and an elastic equalizing element between said receiving shell and said pin.

Claim 15 (new) The vehicle steering wheel according to claim 1 wherein one of said inner and outer parts extending longitudinally in a radial direction with respect to a rotational axis of said steering wheel.

Claim 16 (new) The vehicle steering wheel according to claim 1 wherein said vibration-decoupling means is elastic.

Claim 17 (new) The vehicle steering wheel according to claim 1 wherein said inner and outer parts are not integrally formed with each other.